METROPOLITAN TRANSPORTATION COMMISSION

27th Annual Report to Congress

March 2006

METROPOLITAN
TRANSPORTATION
COMMISSION

SECURITY MOBILITY TECHNOLOGY ACCESSIBILITY SMART GROWTH

Graphic Design: Michele Stone

Cover photographs: [top] Scenic of San Francisco with San Francisco-Oakland Bay Bridge and Mt. Diablo in background – © 2006 Barrie Rokeach; [bottom left to right] passengers boarding BART train at San Francisco International Airport (SFO) – courtesy of Bay Area Rapid Transit (BART); construction progress on the new East Span San Francisco-Oakland Bay Bridge – Bill Hall, Caltrans; Ohlone-Chynoweth Light-Rail Station and Transit Village – courtesy of the city of San Jose.

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Published by the
Metropolitan Transportation Commission
Legislation and Public Affairs Section

Joseph P. Bort MetroCenter
101 Eighth Street | Oakland, CA | 94607-4700
TEL 510.817.5700 | FAX 510.817.5848 | TTY/TDD 510.817.5769
E-MAIL info@mtc.ca.gov | WEB www.mtc.ca.gov

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Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

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To Our Federal Representatives:

With a multi-year federal surface transportation act now in place through FY 2009, we urge Congress to turn its attention to the issue of emergency preparedness. Hurricane Katrina and the breakdown in emergency response capabilities have led local emergency response officials, including MTC and the Association of Bay Area Governments, to develop legislative principles to guide elected officials as they consider new legislation in the area of security and emergency preparedness. In this report, we recommend that Congress:

- Fund the development of all-hazard plans
- Assist with priority capital investment
- Establish and fund communications interoperability
- Provide additional federal funds for transit security as proposed by S. 2032 (Shelby)

In addition to these recommendations, this report contains the region's FY 2007 New Starts requests and highlights some of our recent accomplishments. Since last year, MTC and our sister agency, the Bay Area Toll Authority (BATA), have taken important steps to fulfill our new responsibilities under State Assembly Bill 144 (Hancock), the legislation that developed a full funding plan for the seismic retrofit of the San Francisco-Oakland Bay Bridge. In addition, as the agency managing FasTrak™ — the automatic toll collection system on the seven state-owned toll bridges — we have worked actively with Caltrans to increase participation, registering almost 100,000 new account holders in 2005. Finally, MTC has a number of initiatives aimed at making better use of our existing transportation resources, including a pioneering transit-oriented development policy, the award-winning 511 traveler information service and our Lifeline Transportation Program.

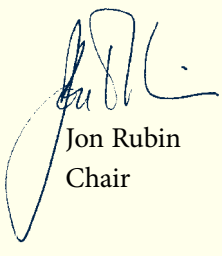
We appreciate your interest in transportation issues and your help in meeting the Bay Area's mobility challenges. We look forward to working with you and your staff in 2006. Should you have any questions about the material in this report, or general comments, please contact any of the following people:

MTC Executive Director — Steve Heminger (510.817.5810)

MTC Deputy Executive Director, Policy—Therese McMillan (510.817.5830)

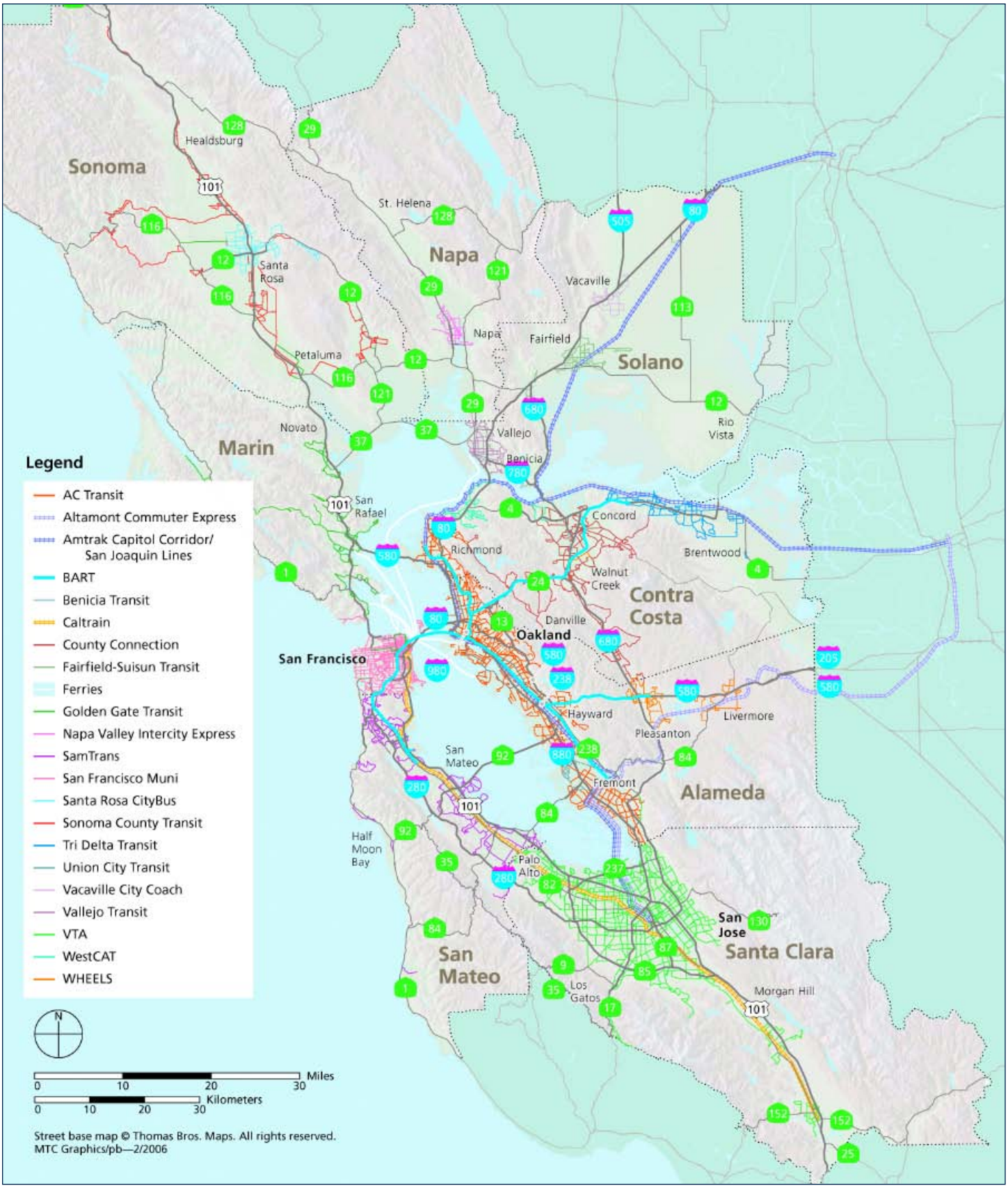
MTC Director, Legislation and Public Affairs—Randy Rentschler (510.817.5780)

Sincerely,



Jon Rubin
Chair

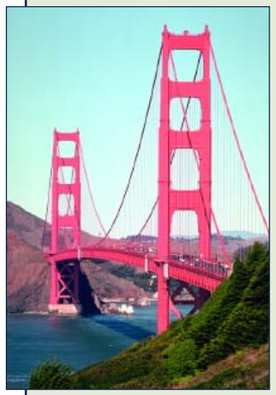
San Francisco Bay Area



Note: Dark gray lines indicate highways; the colored lines illustrate the Bay Area's extensive public transit network with its numerous operators.

Leadership Needed for All-Hazard Emergency Preparedness

California has experienced numerous federally declared disasters in the last 15 years, including the 1989 Loma Prieta earthquake, the 1991 Oakland-Berkeley hills firestorm and the 1994 Northridge earthquake. In the San Francisco Bay Area, we live each day with the knowledge that "the big one" *will* strike; it is just a question of when. To that end, the Bay Area has taken matters into our own hands, investing billions of dollars in local bridge toll revenues to finance the seismic retrofit of the seven state-owned toll bridges that cross San Francisco Bay. In addition, Bay Area voters have approved local bonds and toll increases to strengthen the Bay Area Rapid Transit (BART) Transbay Tube, and Bay Area transit operators have used federal Section 5307 funds for transit security. The time has come, however, for the federal government to support this local effort by providing additional guidance and funding for emergency preparedness.



Regional plans are needed to protect national treasures like the Golden Gate Bridge.

Emergency Preparedness Begins with Regional Cooperation

Hurricane Katrina and the subsequent breakdown in emergency response capabilities have led local emergency response officials, including MTC and the Association of Bay Area Governments, to develop a set of legislative principles (listed on pages 8-9) to guide our elected officials as they consider new security and emergency preparedness legislation. A key theme is the notion of comprehensive emergency management. Put simply, it is important that state, regional and local agencies are responsible for both the identification and mitigation of all hazards, as well as the preparation of a coordinated response to and recovery from natural and man-made disasters.

It is also important that the federal government provide the support — and flexibility — to address all hazards. The recent move to consolidate applications for Urban Area Security Initiatives (UASI) at the regional level and to distribute funds based on risk was a step in the right direction, and should be followed by increased flexibility to allow states and their local and regional partners to invest federal and state funds based on regional assessment of the likelihood and severity of disasters.

Fund Development of All-Hazard Plans

While terrorism is the key threat on the nation's radar screen at present, when it comes to emergencies the local response should follow the same basic protocols regardless of the type of emergency. To that end, we recommend that Congress establish a mechanism to ensure that each level of government develop all-hazard plans to guide their emergency management program. Congress should also provide stable funding to support the implementation of these plans.

The plans should:

- Identify hazards and prioritize risks
- Define mitigation strategies and prioritize investment programs
- Include an emergency preparedness element to ensure that the agency, as well as its citizens and businesses, are ready to respond to various hazards
- Establish standard operating procedures for the response to any hazard
- Include priorities for the recovery of critical infrastructure and services to ensure economic recovery
- Address the need for businesses, neighborhoods and all citizens (including those with special needs) to ensure their own safety and well-being during the immediate response period

Establish and Fund Communications Interoperability

As the nation witnessed during Hurricane Katrina and 9/11, one of the greatest challenges in an emergency situation is maintaining effective communication between public agencies. To avoid problems in the future, the federal government should define communications interoperability standards, provide adequate spectrum (bandwidth) for public safety, and fund the transition by all first responders to the new standards and spectrum.

Assist With Priority Capital Investment

The federal government should provide significant financial assistance to protect and strengthen critical systems and facilities, based on priorities in an all-hazard plan. Because local governments often do not have sufficient cash flow available to initiate major projects, funding mechanisms other than reimbursement should be considered.

Provide Additional Federal Funds for Transit Security: Pass S. 2032 (Shelby)

With regard to better transportation in particular, we urge Congress to turn its attention to securing the nation's public transit systems. Internationally, transit systems have been a common target of terrorist attacks. However, since no large-scale terrorist event has occurred on an American transit system to date, federal investment has lagged far behind our efforts to secure the nation's commercial airlines:

- Between 2002 and 2005, the federal government invested $18.1 billion in aviation security, in comparison to only $250 million in public transportation security.
- Approximately 14 million people ride public transportation each workday, compared to 1.8 million people who fly on commercial airlines.
- On a per passenger basis, this amounts to less than 1 cent in public transportation security per passenger, compared to $7.38 in aviation security per passenger.

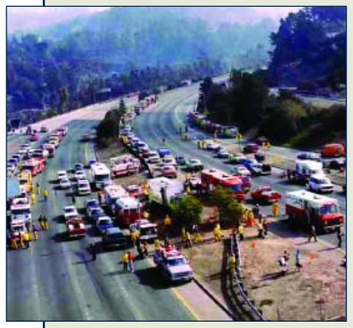
Hundreds of thousands of people commute each day using the BART system.

Insufficient funding is the most significant challenge transit operators face in making their systems more secure, according to a 2002 study by the Government Accountability Office. Bay Area transit operators have used federal Section 5307 funds for transit security above the one percent requirement, but this is not a long-term solution. Similarly, the UASI process does not provide adequate funds to address transit's security needs.

MTC supports S. 2032 (Shelby), which provides $3.5 billion over three years to help improve transit security. Of the $3.5 billion authorized under the bill, $2.4 billion would be for capital projects — such as surveillance and communication equipment — while the remainder would be for operational improvements — such as public awareness campaigns and security training for public transportation employees. The bill ensures that the funds are put to the best use by distributing them according to security assessments and priorities, as determined by the Secretary of Homeland Security and with input from public transportation agencies.

Emergency Preparedness Policy Principles

The following nine principles were adopted by MTC, the Association of Bay Area Governments and other local agencies across the Bay Area.



The 1991 Oakland firestorm led officials to close California State Highway 24 before the Caldecott Tunnel.

Emergency personnel worked to divert flooding in Marin County this winter.

1. **Accountability and Authority:** At the federal, state, regional and local levels of government, responsibility, authority, and funding for Comprehensive Emergency Management for all hazards, including homeland security, should be vested in a single entity in the executive branch. Comprehensive Emergency Management entails the identification and mitigation of all hazards and risks, as well as preparation for, coordinated response to, and recovery from disasters. This function should report directly to the chief executive of each level of government (President, Governor or County Administrator/City Manager/Mayor).

2. **Local Control:** A local political subdivision is the lead agency for disaster response within its geographic jurisdiction. At such time as the local political subdivision's capability to respond is overwhelmed, it requests assistance from the next highest level of government. The local jurisdiction requiring assistance remains in charge, including direction of personnel, equipment, and other assistance provided by others. Disasters that affect multiple counties require Comprehensive Emergency Management at the regional level, and a regional entity to prioritize needs and assistance during the immediate response and recovery periods. As various state and federal agencies become involved, they cooperate to the fullest possible extent with each other and the local and regional agencies while responding to requests for significant assistance, such as for providing emergency food and shelter or for removing and disposing of debris.

3. **All-Hazard Plans:** Each level of government should develop All-Hazard Plans to guide their comprehensive emergency management program in cooperation with adjacent cities and counties, as well as with regional agencies. The plans should 1) identify hazards and prioritize risks; 2) define mitigation strategies and prioritize investment programs; 3) include an emergency preparedness element to ensure that the agency, as well as its citizens and businesses, are ready to respond to the various hazards; 4) establish standard operating procedures for the response to any hazard; and 5) include priorities for the recovery of critical infrastructure and services to ensure economic recovery. The plan should address the need for businesses, neighborhoods, and all citizens (including those with special needs) to ensure their own safety and well being during the immediate response period.

4. **Communications Interoperability:** The federal government should define standards for communications interoperability, provide adequate spectrum (bandwidth) for public safety, and fund the transition to the new standards and spectrum. States should implement an interoperable system for state agencies, and support the implementation and integration of regional systems.

5. **Unfunded Preparedness Mandates:** Agencies at many levels of government have responsibilities to ensure readiness, ranging from provision of emergency supplies to inspection of facilities and review/approval of emergency plans. State and federal governments should provide stable funding for these responsibilities or authorize local governments to impose fees.

6. **Funding and Cash Flow:** The federal and state government should provide significant financial assistance to protect and strengthen critical systems and facilities, based on priorities in an All-Hazards Plan. They should implement financial mechanisms to enable payment methods other than reimbursement because local governments often do not have cash-flow resources for major projects.

7. **Stable Mitigation Funding:** Local and regional governments need a stable and predictable funding program for disaster mitigation projects that are shown to be cost effective using a risk-based priority-setting process. Funding should also encourage innovative multi-jurisdictional analysis and approaches. Government agencies should monitor these projects to ensure their continued effectiveness.

8. **Infrastructure and Public Service Facility Investments:** Preventive action is the most effective way to ensure community safety. Programs to renew infrastructure should include public-sector investments in hazard mitigation, including seismic upgrades of local transportation, water supply, flood protection, and communications systems. Service facilities needing public-sector investments include hospitals, public schools, and critical government buildings. Planning for such investments also requires adequate funding.

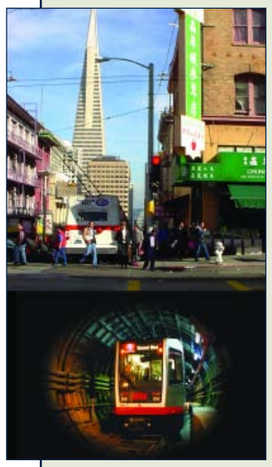
9. **Private Facility Investments:** Stronger partnerships with the private sector are needed to ensure safer and more disaster-resistant buildings owned by the private sector, including acute care facilities, private schools, and residential buildings. Current issues include (a) incentives for private investments in these facilities, (b) ways to improve the quality of residential seismic retrofit construction, and (c) risk sharing mechanisms such as insurance, mitigation, and reconstruction financing.

The upper deck of the Cypress Freeway (Interstate 880) collapsed during the Loma Prieta earthquake in 1989 (above); demolition crews worked to tear down damaged highway.

The upper deck of the San Francisco-Oakland Bay Bridge collapsed during the Loma Prieta earthquake in 1989.

San Francisco Bay Area's Transit Expansion Program: FY 2007 New Starts Funding Requests

When it comes to securing federal transit funds, the Bay Area has a history of coming together as a region to speak with one voice. In December 2001, MTC adopted Resolution 3434, establishing a new consensus on regional transit expansion, and we plan to update the program in spring 2006.



S.F. Muni's proposed Central Subway tunnel.

Muni Third Street Light-Rail Transit (LRT) Phase 2/Central Subway: $20 million

For FY 2007, MTC supports San Francisco Muni's request for $20 million in New Starts funds for preliminary engineering. Authorized for funding in SAFETEA, the Third Street LRT project is a two-phase project that will connect the city's established civic, business, retail and cultural centers to long-isolated lower income communities in southeastern San Francisco. The project will bring improved travel time, access, reliability, passenger comfort and transit connections in the Third Street corridor and serve as the backbone for planned economic development and revitalization along the corridor. To date, Congress has awarded $45.5 million for the project. The project received a "medium" overall project rating in the Federal Transit Administration's FY 2007 Annual New Starts Report.

Source of Capital Funds (in millions 2005 $)	Phase 1	Phase 2	Total	Percent of Total Project Cost
Local Sales Tax Funds	$354	$ 454	$ 808	46%
State Funds	192	94	286	16%
Federal New Starts Funds	0	605	605	35%
Other Federal Funds	54	0	54	3%
Total	**$600**	**$1,153**	**$1,753**	**100%**

VTA Silicon Valley Rapid Transit Corridor Project: No Request for FY 2007

Since 2001, MTC has advocated equally for Muni's Third Street project and the Santa Clara Valley Transportation Authority (VTA) Silicon Valley Rapid Transit Corridor. However, in December 2005, VTA issued a formal request to the Federal Transit Administration (FTA) to temporarily withdraw the project from the preliminary engineering phase of the New Starts process. This will allow VTA to work cooperatively with FTA to improve the competitiveness of the project across the full spectrum of New Starts evaluation criteria. VTA intends to resubmit its request for final design and construction funding when these issues have been resolved.

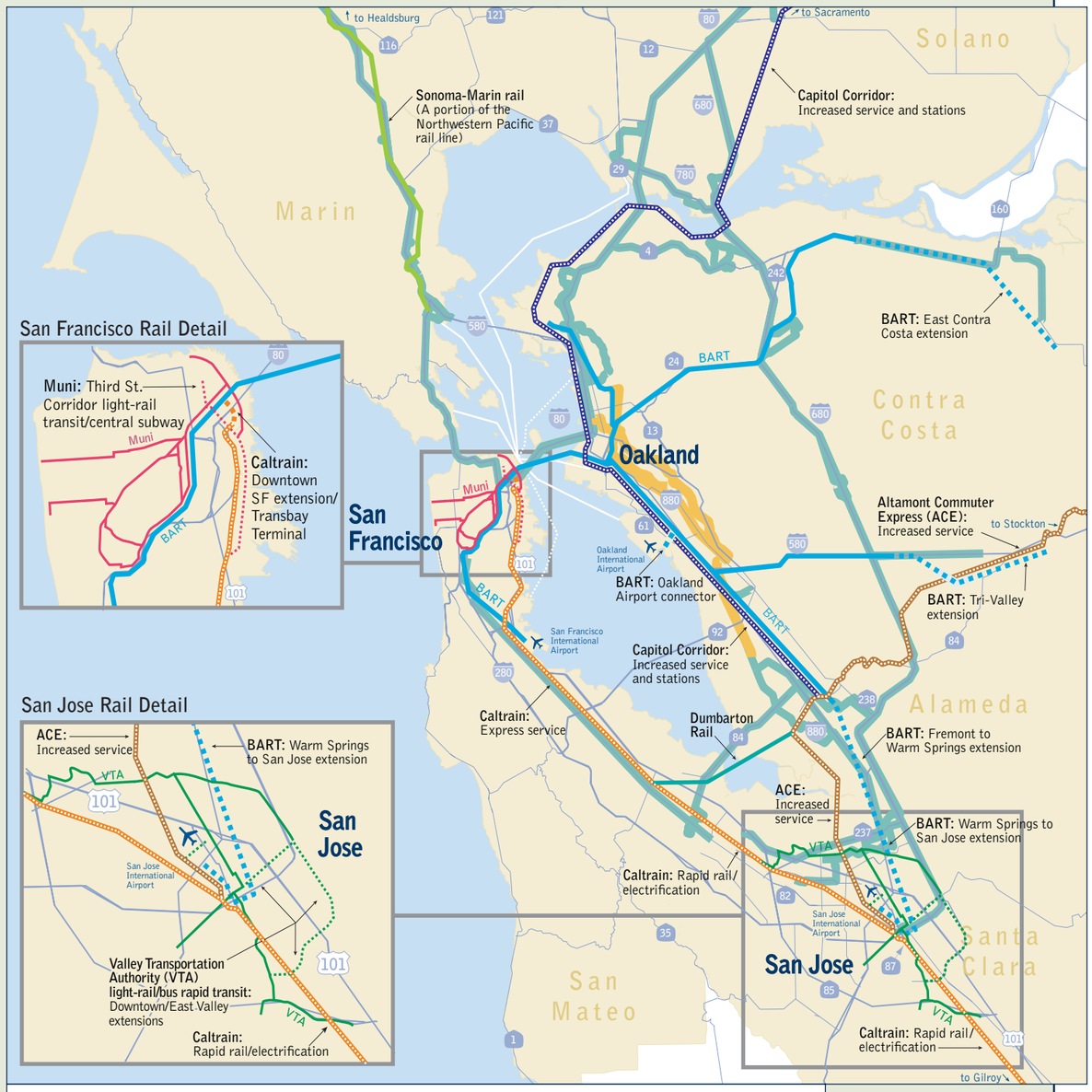
BART Extension to San Francisco International Airport: $2.4 million for Final Installment

In FY 2007 Congress must close out the last $2.4 million outstanding from the Full Funding Grant Agreement for the Bay Area Rapid Transit District (BART) extension to San Francisco International Airport. The 8.7-mile addition to the BART system has been in service since June 2003 and carries approximately 28,000 passengers per day.

Small Starts Candidates to Be Selected

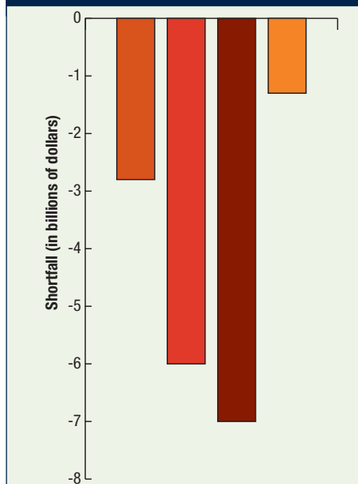
With the creation of a new Small Starts program in SAFETEA, MTC is embarking on an update to Resolution 3434 this spring that will contain our regional priorities for this category of funds. We will report those priorities as soon as the update is complete.

Resolution 3434: Map of Projects



Flexibility of SAFETEA Allows Bay Area to Invest in Region's Top Priorities

Bay Area 25-Year Funding Shortfall



Source: Transportation 2030 Plan

With the enactment of SAFETEA in August 2005, Congress maintained the policy established by the two prior transportation acts — ISTEA and TEA 21 — that granted metropolitan areas the flexibility to invest federal funds — Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funds — in their top priorities across a broad range of needs.

MTC's Transportation 2030 Plan outlines the region's expenditure priorities for the next 20-plus years. The Bay Area faces tremendous funding shortfalls just to maintain the existing transportation network, including transit operating and capital replacement ($4.1 billion), local street and road maintenance ($6.1 billion), and state highway rehabilitation ($7 billion).

Following a long-standing "fix it first" philosophy, MTC is directing 80 percent of our anticipated funds toward adequate maintenance of our region's transit and local road system. Maintenance also constitutes the largest share of our federal investment package, absorbing 35 percent of our anticipated SAFETEA funds.

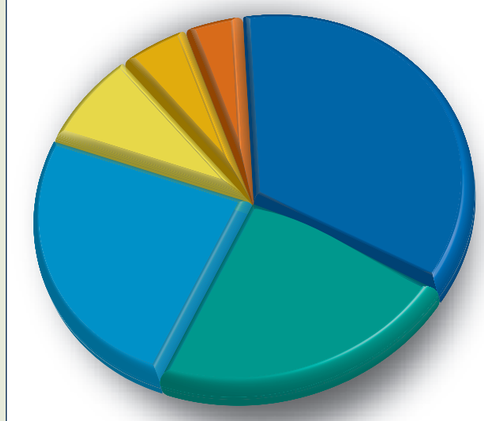
One quarter of the region's SAFETEA funds, or $201 million, are invested in projects to make our communities more livable. This includes our $32 million Regional Bicycle and Pedestrian program and our $114 million Transportation for Livable Communities (TLC) program.

The TLC program includes three types of grants:

- Small capital grants that provide transit, pedestrian and bicycle amenities and generally improve travel options and enhance quality of life
- The Housing Incentive Program, which rewards cities that provide for high-density housing near transit stations
- The Station Area Planning Program (discussed in greater detail on page 18)

The TLC program helps to fund pedestrian safety enhancements at a Contra Costa County transit-oriented community in Richmond.

SAFETEA Dollars at Work, FY 2006–09



$810 Million Bay Area Total*

35%	Transit/Road Rehabilitation
23%	System Management
25%	Livable Communities
8%	Air Quality
5%	Transit/Road Expansion
4%	Other

*STP/CMAQ funds only

The third largest share of our SAFETEA funds (23 percent) is invested in system management. This category includes both local road/highway and transit-related investments to squeeze more efficiency out of the existing transportation network, such as:

- MTC's award-winning 511 traveler information service
- Freeway Service Patrol — the system of roving tow trucks that aid stranded motorists in order to reduce congestion resulting from traffic incidents
- TransLink®, the region's transit-fare smart card that will enable seamless cash-free connections between the region's various transit agencies — allowing transit riders to use a single card to pay their fares on buses, trains, light-rail vehicles and ferries all around the region

Approximately 8 percent of our SAFETEA funds are programmed for air quality improvements, including bus engine retrofits, vehicle buyback programs and the region's *Spare the Air* outreach program. While the Bay Area's air quality has steadily improved, we do not yet meet either the state's one-hour ozone standard or the new federal eight-hour standard.

TransLink®, the new transit-fare "smart-card," enables Bay Area commuters easy transfers between the region's transit operators.

A Golden Gate bus advertises free transit offered on *Spare the Air* days last summer.

Building a Bridge to the Bay Area's Future

The California Legislature's passage of Assembly Bill 144 (Hancock) in July 2005 represents a decisive move to improve public safety — and a new beginning for the toll bridge seismic retrofit program. AB 144 consolidated administration of all toll bridge revenue under MTC's alter-ego — the Bay Area Toll Authority (BATA). The bill also assigned BATA, along with Caltrans and the California Transportation Commission, important new responsibilities for oversight of the toll bridge construction and seismic retrofit program.

Swift Action Yields Impressive Results

In July 2005, just days after the passage of AB 144, the three-agency Toll Bridge Project Oversight Committee (TBPOC) met and decided on a process to restart work on the stalled self-anchored suspension (SAS) span project — and proposed revised specifications and innovative bid procedures that were quickly approved. Re-advertisement of the SAS contract was on the street by August 1.

With BATA now responsible for all state toll bridge revenues, we moved quickly to capitalize on our investment-quality credit rating and issue new toll-revenue bonds at historically low interest rates. In addition, in December 2005 BATA secured a special tax ruling from the Internal Revenue Service that will result in tens of millions of dollars in savings.

Last January, the TBPOC made the decision to postpone the bid opening from February 1, 2006 to March 22, 2006 to increase the probability of multiple bids. To minimize delay to the project, Caltrans will now take 30 days to review the bids instead of 60. The contract also contains incentives of $50,000 per day up to a total of $9 million for early completion of the SAS portion of the new bridge.

A computer simulation shows the self-anchored suspension (SAS) design of the new East Span of the San Francisco-Oakland Bay Bridge.

Retrofit Program Moves Closer to Goal Line

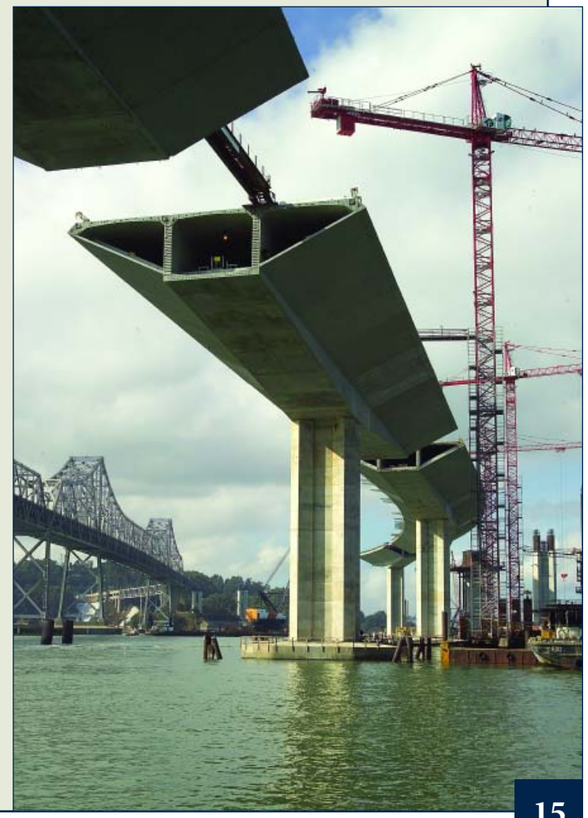
As work on the SAS project resumes, the remainder of the toll bridge seismic retrofit program is moving quickly toward completion. BATA teamed with Caltrans to celebrate completion of the Richmond-San Rafael Bridge retrofit in September 2005. And with the earlier completion of retrofit projects on the San Mateo-Hayward Bridge, the existing Benicia-Martinez Bridge, the 1958 vintage Carquinez Bridge and the West Span of the San Francisco-Oakland Bay Bridge, all but two of the original toll bridge seismic retrofit projects — the Bay Bridge East Span replacement and the Bay Bridge West Approach replacement — are now complete.

Not coincidentally, the two remaining projects present some of the biggest technical challenges. The Bay Bridge West Approach involves replacing the entire approach structure from Fifth Street in San Francisco to the west anchorage of the Bay Bridge, while maintaining existing traffic lanes for the weekday commute through one of the most densely developed neighborhoods in the Bay Area. Construction on the West Approach is nearly 60 percent complete, and the entire project is on track for completion in 2009.

The Bay Bridge East Span replacement project includes a sleek skyway section extending westward from Oakland as well as the landmark, single-tower SAS section that will span the deep-water channel near Yerba Buena Island. The skyway portion is already more than 80 percent finished and scheduled for completion in 2007. The entire new Bay Bridge East Span is now scheduled to open to traffic in 2013.

Caltrans Director Will Kempton speaks at the Richmond-San Rafael bridge retrofit ribbon-cutting ceremony.

Seismic retrofit work is in progress on the West Approach to the San Francisco-Oakland Bay Bridge.



The skyway moves into position on the new East Span of San Francisco-Oakland Bay Bridge.

Electronic Toll Collection Puts Motorists on FasTrak™

The FasTrak™ electronic toll collection system administered by the Bay Area Toll Authority (BATA) allows motorists to prepay tolls on all eight of the Bay Area's toll bridges, eliminating the need to stop at the toll plaza. Customers can link their FasTrak™ accounts to a credit card, or use cash or checks to replenish their prepaid toll accounts. The payoff is twofold: reduced congestion at the toll plazas and reduced emissions from idling vehicles.

Aggressive Promotion Expands FasTrak™ Market Share

FasTrak™ enrollment grew by nearly 18 percent in 2005 to more than 450,000 accounts throughout the Bay Area. To encourage even more drivers to switch to electronic toll collection, BATA is pursuing a multi-faceted strategy that combines improved customer service with an expanded number of FasTrak™-only lanes and targeted incentives. In a June 2005 promotion, BATA credited 5,000 new accounts with an additional $15 in prepaid tolls. More than 13,000 customers responded to a December 2005 promotion in which new enrollees earned an additional $10 in prepaid tolls.

The FasTrak™ Web site makes signing up convenient.

FasTrak™ can be used to pay tolls in any lane at any of the Bay Area's eight toll bridges, as well as on lanes bearing the FasTrak™ logo on select highways in Southern California.

The system collects tolls via three basic components: a transponder (or toll tag) which is placed inside a motorist's vehicle; an overhead antenna, which reads the transponder and collects the toll; and video cameras to identify toll evaders. The FasTrak™ system tracks motorists' usage and account balances, and the FasTrak™ Customer Service Center sends monthly or quarterly statements via mail or e-mail that itemize each account holder's bridge use and account balance. Account holders also may check their balances online at **www.bayareafastrak.org**. In addition, an electronic display at the bridge toll plaza will display messages such as "low balance" when an account reaches a pre-set threshold.

Cars move more quickly through the FasTrak™-only lanes at the San Mateo Bridge toll plaza.

511 Wins Praise on World Stage

One of the star attractions at the 12th World Congress on Intelligent Transportation Systems held in San Francisco in November 2005 was MTC's award-winning 511 traveler information service, which provides current, on-demand information 24/7 — via phone or Web — on traffic conditions; transit routes, fares and schedules; and bicycling and carpool/vanpool options. Created through a joint effort with Caltrans, the California Highway Patrol and dozens of other partners, the toll-free 511 system has been a hit with Bay Area travelers, receiving more than 9 million calls since its debut in late 2002.

The Bay Area 511 system — which generates more than 400,000 calls and 800,000 Web hits each month — boasts a range of services and innovations unparalleled by 511 systems anywhere else in the country. Among the latest innovations are 511 Driving Times℠, which uses several high-tech systems — including FasTrak™ electronic toll collection transponders — to calculate current travel times from point to point along the Bay Area freeway network, and 511 Arrival Times℠, which allows callers in San Francisco to find out when the next Muni train or streetcar will arrive at their stop.

511 traveler information Web portal.

Muni is the first Bay Area transit operator to offer real-time arrival information via 511. But other transit agencies are expected to follow suit in the months ahead. MTC has provided $20 million to Muni and other transit operators to collect and disseminate real-time transit arrival information.

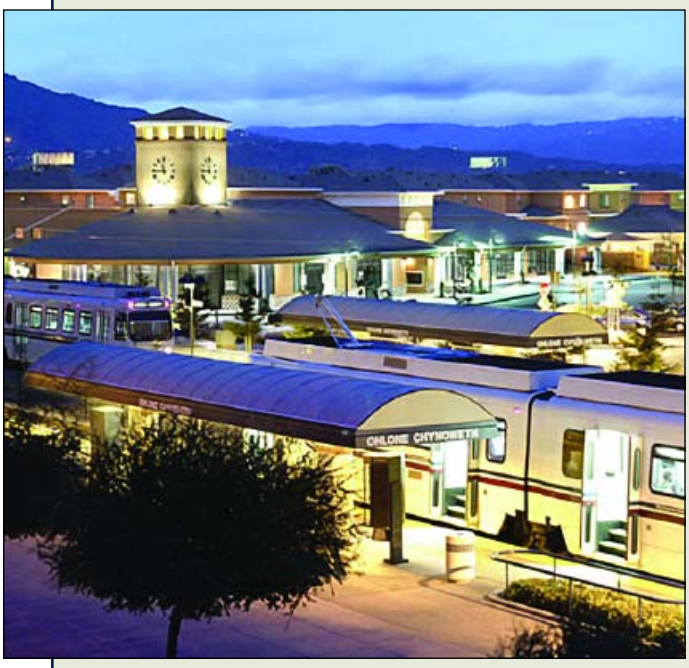
The 511 Transit page at **www.511.org** is home to the popular 511 TakeTransit℠ online transit trip planning and information service, which is accessed by more than 700,000 computers and generates more than 200,000 personalized trip itineraries each month.


Rachel Garcia, 511's five millionth caller.

Ridesharing information is another hot item on the 511 menu, as rising gasoline prices and the threat of a summertime BART strike prompted record numbers of commuters to contact MTC's 511 Regional Rideshare Program in 2005 to find convenient ways to carpool, vanpool or even bicycle to work. Ridesharing helps commuters save both time and money by providing access to the Bay Area's growing network of carpool lanes and to free park-and-ride lots. Anyone in the nine-county region can register at **www.511.org** and find the latest commute information and transit alternatives.

New Policy to Deliver Bigger Bang for the Transit Buck

To ease the regional housing shortage, promote cost-effective transit, create vibrant communities and preserve open space, MTC in July 2005 adopted a Transit-Oriented Development (TOD) policy. The new policy — which applies to the Regional Transit Expansion Program the Commission adopted in 2001 as Resolution 3434 — conditions discretionary MTC funding on supportive local land-use plans and policies.



Light-rail station at Ohlone-Chynoweth Transit Village in San Jose.

BART station at Fruitvale Transit Village.

The Bay Area is projected to grow by nearly 2 million people, and to add some 1.5 million jobs, over the next 25 years. Decisions on where and how to accommodate this growth are critical to the regional transportation system's ability to handle the increased demand. The closer people live, work and play to public transit stations, the more likely they are to ride transit instead of competing for scarce space on streets and highways. MTC's TOD policy will help stimulate the construction of at least 42,000 housing units along the Bay Area's major new transit corridors, and aims to increase transit ridership by 59 percent by 2030. The TOD policy includes three key elements:

- Corridor-based performance measures to quantify the minimum number of housing units required along the transit expansion corridor. Requirements vary according to the transit mode, with a higher housing-unit threshold for more capital-intensive modes — such as BART — and lower thresholds for light rail, bus rapid transit, commuter rail and ferry service expansions.
- Station area plans to help local governments meet the new housing requirements, and to plan for jobs, station access, parking and other amenities within a half-mile radius of planned stations.
- Corridor working groups to bring together local government staff, transit agencies, county congestion management agencies and other key stakeholders along the corridor to help develop the station area plans.

To date, MTC has awarded eight grants through the $2.8 million pilot cycle of the new Station Area Planning Grant Program.

Providing a Transportation Lifeline

Low-income residents have fewer mobility options and therefore require special attention in transportation planning. MTC's long-range Transportation 2030 Plan commits $216 million in new revenues for our Lifeline Transportation Program to address the mobility needs of residents of low-income communities.

MTC's Lifeline Transportation Program has evolved over the last five years. In 2000, MTC launched its award-winning Low Income Flexible Transportation (LIFT) program — funded by a combination of state, local and federal transportation funds including Job Access and Reverse Commute (JARC) funds, as well as social service matching funds — to improve transportation options for low-income Bay Area residents. To date, nearly $21 million has been invested in a total of 32 pilot projects to provide a variety of unique, locally-based transportation services, including new and expanded public transit services, children's shuttles, auto-loan programs, rideshare activities and guaranteed-ride-home programs.

A member of the community in Richmond ranks her transportation concerns at an MTC-sponsored community meeting.

Community Based Transportation Planning

MTC launched the Community-Based Transportation Planning Program in 2002 in response to recommendations resulting from outreach for the *2001 Regional Transportation Plan*. This collaborative planning process brings together residents in minority and low-income communities, community and faith-based organizations that serve them, transit operators, congestion management agencies and MTC to help set priorities and evaluate options for filling transportation gaps. As a result of the five plans completed to date, several project sponsors successfully competed for MTC's LIFT funding in late 2004, enabling the following projects, among others, to move forward:

- An on-demand shuttle service to improve access to jobs for youth in East Palo Alto
- A flexible route shuttle in Napa County to provide access to jobs in the early mornings, evenings and weekends
- A new, subsidized taxi service for low-income residents of Dixon and the surrounding areas to improve access to employment, medical and shopping destinations

Passengers on Santa Rosa's Route 15 bus are benefiting from a $50,000 LIFT grant to extend service hours.

In addition to these projects emerging directly from the pilot plans, MTC funded another seven LIFT projects in FY 2005 for a total $2.7 million investment. MTC has identified $18 million from federal (CMAQ and JARC) and regional funds to finance Lifeline projects through 2008. MTC intends to finish plans in all 25 of the low-income neighborhoods identified in the Community-Based Transportation Planning Program guidelines by 2007, in time to inform the selection of projects for this initial $18 million and future Lifeline funding cycles.

Bay Area Partnership Board and MTC Advisory Committees

Transit Operators

Alameda-Contra Costa Transit District (AC Transit)
Rick Fernandez 510.891.4753

Bay Area Rapid Transit District (BART)
Tom Margro 510.464.6065

Bay Area Water Transit Authority
Steven Castleberry 415.291.3377

Central Contra Costa Transit Authority (County Connection)
Rick Ramacier 925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)
Jeanne Krieg 925.754.6622

Golden Gate Bridge, Highway & Transportation District
Celia Kupersmith 415.923.2203

Livermore Amador Valley Transit Authority (WHEELS)
Barbara Duffy 925.455.7555

San Francisco Municipal Railway (Muni)
Nathaniel Ford 415.701.4720

San Mateo County Transit District (SamTrans)/Peninsula Corridor Joint Powers Board (Caltrain)
Mike Scanlon 650.508.6221

Santa Clara Valley Transportation Authority (VTA)
Michael T. Burns 408.321.5559

Santa Rosa Department of Transit & Parking
Robert Dunlavey 707.543.3325

Sonoma County Transit
Bryan Albee 707.585.7516

Western Contra Costa Transit Authority
Charlie Anderson 510.724.3331

Vallejo Transit
John Harris 707.648.5241

Airports and Seaports

Port of Oakland
Jerry Bridges 510.627.1339

Livermore Municipal Airport
Leander Hauri 925.373.5280

Regional Agencies

Association of Bay Area Governments
Henry Gardner 510.464.7910

Bay Area Air Quality Management District
Jack Broadbent 415.749.5052

Metropolitan Transportation Commission
Steve Heminger 510.817.5810

San Francisco Bay Conservation & Development Commission
Will Travis 415.352.3600

Transbay Joint Powers Authority
Maria Ayerdi 415.597.4620

Congestion Management Agencies

Alameda County Congestion Management Agency
Dennis Fay 510.836.2560

City/County Association of Governments of San Mateo County
Richard Napier 650.599.1420

Contra Costa Transportation Authority
Robert McCleary 925.256.4724

Transportation Authority of Marin
Dianne Steinhauser 415.499.6528

Napa County Transportation Planning Agency
Michael Zdon 707.259.8634

San Francisco County Transportation Authority
José Luis Moscovich 415.522.4803

Santa Clara Valley Transportation Authority
Carolyn Gonot 408.321.5623

Solano Transportation Authority
Daryl Halls 707.424.6007

Sonoma County Transportation Authority
Suzanne Wilford 707.565.5373

Public Works Directors

City of San Jose
Jim Helmer 408.535.3830

County of Sonoma
David Knight 707.565.2231

County of Alameda
Donald La Belle 510.670.5455

City of San Mateo
Larry Patterson 650.522.7303

State

California Air Resources Board
Catherine Witherspoon 916.445.4383

California Highway Patrol, Golden Gate Division
Cathy Sulinsky 707.648.4180

California Transportation Commission
John Barna 916.654.4245

Caltrans District 4
Bijan Sartipi 510.286.5900

Federal

Environmental Protection Agency, Region 9
Wayne Nastri 415.947.8702

Federal Highway Administration, California Division
Gene K. Fong 916.498.5014

Federal Transit Administration, Region 9
Leslie Rogers 415.744.3133

MTC Advisory Committees

Advisory Council
Michael Cunningham, Chair 415.981.6600

Elderly and Disabled Advisory Committee
Paul Branson, Chair 925.313.1702

Minority Citizens Advisory Committee
Carlos Valenzuela, Chair
650.403.4300, ext.4115

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P Bort MetroCenter | 101 Eighth Street | Oakland, CA | 94607-4700 | www.mtc.ca.gov

TEL 510.817.5700 | FAX 510.817.5848 | TTY/TDD 510.817.5769 | E-MAIL info@mtc.ca.gov